



**Ecological Consultants  
Environmental and Rural Chartered Surveyors**

## Dakota Hotel Manchester Airport

### Bird Hazard Management Plan



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## ***Accuracy of report***

This report has been compiled based on the methodology as detailed and the professional experience of the surveyor. Whilst the report reflects the situation found as accurately as possible, bats are wild and can move freely from site to site. Their presence or absence detailed in this report does not entirely preclude the possibility of a different past, current or future use of the site surveyed.

We would ask all clients acting upon the contents of this report to show due diligence when undertaking work on their site and or in their interaction with bat species. If bats are found during a work programme and continuing the work programme could result in their disturbance, injury or death either directly or indirectly an offence may be committed.

These species may only be disturbed, injured or killed under licence.

**If in doubt, stop work and seek further professional advice.**

## ***Quality and Environmental Assurance***

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Signed



**Andrew Gardner** BSc (Hons), MSc, MRICS, Dip NDEA

Director

|                    |                          |      |           |
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# 1. Introduction

## 1.1 Background

This document has been produced in support of a planning application for a Dakota Hotel at Manchester Airport.

The proposed development is within the 13km radius Bird Hazard Safeguarding Zone for Manchester Airport and accordingly the Airport has a statutory requirement to ensure that new developments within its vicinity do not lead to any increase in the bird strike risk for aircraft operating at and around the airport. An independent Bird Hazard Risk Assessment will enable Manchester Airport and the council's planning department to fully assess any potential that the proposed development may have to increase the bird strike risk at and in the vicinity of the airport.

This Bird Hazard Management Plan seeks to minimise the risk of bird strikes to aircraft using Manchester Airport arising from the development proposals.

This report sets out the relevant legislation and guidance relating to aerodrome safeguarding and further considers the risks arising from these proposals whilst proposing appropriate mitigation measures where required.

The report has been compiled and reviewed by Envirotech NW Ltd a firm of Ecological Consultants, Environmental and Rural Chartered Surveyors in consultation with GMI construction.

## 1.2 Site Characteristics

In terms of potential risk to aircraft, the primary concerns are the size (weight), numbers and flocking behavior of birds that could be attracted into airspace around Manchester Airport at heights and in locations that would be likely to cause conflict with aircraft movements. Although small birds (in this context, birds of less than 100g) cause many bird strikes, at inland UK airports they are not considered hazardous to aircraft with the notable exception of starlings (which often form, and be struck as, very dense flocks).

Manchester airport has valid concerns over the potential short-term effect of the earthworks during the construction phase and the post-completion landscape of the development on local bird populations and, in accordance with current regulation and best practice, has sought assurances from the developer that the local bird strike hazard will not be adversely affected by any aspect of the development.

The site currently comprises an open area of ground, formally a carpark, with short grassland to one boundary and well established plantation woodland to the other. The carpark and grassland would have little value to birds. The woodland contains some fruit bearing species and as such may be at least partially attractive to birds.

## 1.3 Relevant Guidance

Aerodrome Safeguarding is required under International Civil Aviation Organisation Regulations and

European Aviation Safety Agency Regulations.

**DfT/ODPM: Circular 01/2003**

The town and country planning (safeguarded aerodromes, technical sites, and military explosives storage areas) direction 2002 came into effect in February 2003. It was updated in December 2016.

The circular primarily provides details of the system of safeguarding and was produced by the Department for Transport (DfT) and Office of the Deputy Prime Minister (ODPM).

Annexe 2 of the circular considers the bird strike hazard. It states that:

*'If a man-made development provides feeding, roosting or breeding opportunities, or shelter and security, it may, depending on the siting of the development and the species which it attracts, increase the number of birds visiting or overflying an aerodrome or the number of birds in the airspace used by aircraft.'*

Regarding new developments, it states that planting trees and bushes usually only creates a hazard when '...it takes place relatively near to an aerodrome.'

**Civil Aviation Authority. CAP 772**

The UK Civil Aviation Authority provides information, specialist advice and supplementary guidance to the regulations. The guidance relating to wildlife hazard management at aerodromes was published in 2014 and revised in October 2017.

It states safeguarding systems are required on and in the vicinity of aerodromes, which refers to land or water within 13km of same.

The Application Site is within 0.5km of Manchester Airport.

**Airport Operators Association. Safeguarding Advice Note 32**

The Airport Operators Association (AOA) also publishes advice notes in relation to safeguarding, in association with the Civil Aviation Authority.

Safeguarding Advice Note 32 was published in August 2016. It states that most bird strikes are recorded below a height of 2000 feet, noting that an aircraft on standard approach to an airport will enter this height approximately 13km from the runway.

The note states that large birds and flocking species generally present the greatest hazard. It specifically identifies all wildfowls (including ducks, geese, and swans), large waterfowl, gamebirds, birds of prey, large waders, starlings and all pigeon, gull, and corvid species as common hazardous birds.

Furthermore, the advice note highlights that development can contribute food and shelter opportunities for urban species of birds including pigeons, gulls, corvids, starlings and game birds, although this list is not exhaustive. It also sets out how birds may be attracted to a site during

construction works and the operational phase of a development.

The advice note states that sites resulting in an increased risk during construction are likely to be located in relatively close proximity to the aerodrome, or beneath the aerodrome approaches.

## 2. Bird Strike Risk Assessment

The Application Site contains very little semi-natural habitat at present, limited to a small strip of well-established woodland to its North boundary. This will decrease under the development proposals, and is replaced with shrub planting, in addition to grassland creation. The landscaping will therefore decrease the foraging and nesting opportunities available for birds onsite but the species which would still be attracted to such features are small and not of the higher risk groups.

Nevertheless, the Application Site will remain urban in character; the Development Proposals will not fundamentally alter the nature of the opportunities available to birds. As such, it is expected a similar range of species will utilise the Application Site post- development as now.

The Application Site is located to the North of Manchester Airport and is largely surrounded by areas of residential and commercial development. It is therefore considered the species most likely to utilise the Application Site are common garden birds, most of which are not identified in any of the guidance documents as common hazards.

There are no records of larger waders, ducks or gull species within 500m of the site. The site therefore is unlikely to have been used by hazardous species in the past.

The exceptions among common garden birds are Woodpigeon (*Columba Palumbus*) and Starling (*Sturnus Vulgaris*). However, given the scale of the proposed landscaping, it is not considered the Development Proposals will significantly enhance the suitability of the Application Site for either species.

The primary consideration in relation to the Application Site is therefore the provision of roofs. As noted in the AOA Advice Note 3, in particular flat roofs can provide breeding grounds for gull species.

### 3. Bird Hazard Management Plan

It is considered that a series of measures can be followed to prevent birds from breeding or using the site in numbers which would increase the risk of bird strike.

These measures are split between construction and operation.

#### 3.1 Construction

##### ***Procedural***

- The timing of significant earthworks and landscaping works will be notified to the airport in advance. Site staff will communicate construction plans and potential bird strike risks to nearby residents, businesses, and airport authorities if applicable.
- Landscaping and grass seeding is to be completed in phased sections.
- Spreading of grass seed will be avoided where possible and instead other seeding techniques or grass turving used.
- Blocks of bare ground where construction work has been completed shall be reinstated or covered at the earliest opportunity

##### ***Passive deterrents***

Line of sight obstacles – Plastic orange barriers or similar used during earthworks and landscaping. Careful consideration will be given to the location, fixing methods and maintenance of the these barriers so as not to create large wind sails that could blow off the site and into the Airport airspace.

##### ***Control of ponding***

Works at the site shall be designed to minimise the risk of ponding and any ponding that does occur will be rectified in a very short timescale. Small areas of ponding can be mitigated in the short term by fencing or covering but infilling and/or regrading will be carried out if ponding becomes persistent or if birds are seen using any areas of ponding.

##### ***Site Rules – Housekeeping***

The consumption of food on the site and the disposal of waste that could contain food will need to be controlled to prevent any attraction to scavenging birds. This will include measures such as ensuring that all food is consumed inside the designated site cabins, provision of self-closing bins or skips and ensuring that bins or skips do not become over-full.

In addition, the workforce will be instructed via toolbox talks not to feed birds or other animals on the site, whether deliberately or inadvertently – and the reasons for this explained.

All site personnel will be responsible for monitoring the condition of the site and collecting and properly disposing of any litter that they observe.

Waste collection will be scheduled weekly (or more frequently if indicated by the rate of filling of waste bins and skips).

### ***Monitoring and Response***

Personnel will be assigned to monitor bird activity around the construction site regularly.

A rapid response protocol will be implemented to address any bird-related hazards promptly, such as temporarily halting construction activities if large numbers of birds are observed nearby

### ***Worker Awareness and Training***

Site staff will be trained on bird identification, behavior, and the importance of bird strike prevention.

Workers will be instructed to report any bird sightings or unusual behavior observed during construction activities.

### ***Design***

There are no window cills of greater clearance of more than 100mm

On the flat roof of the main building; there will be PV panels, external plant equipment and paths for persons to attend to plant equipment and maintenance of roof panels. Bird spikes will be installed as a deterrence on any other areas of the flat roof

The single storey extension; has terraces to the bedrooms, PV panels to the rest of the roof area and paths for persons to carry out maintenance. Bird spikes to be used on the limited free space to deter birds.

The canopy roof; there will be PV panels on top, with bird spikes to the limited free space. The steelwork is boxed in underneath, so no webs or flanges for birds to nest.

The substation roof is pitched which should naturally deter landing birds.

### ***Landscaping***

The area of woodland will be reduced from its pre-existing size and will be thinned to reduce the potential for use by larger species of bird.

### ***Open Habit***

We will select plants with open branching structures, reducing the risk of nesting.

### ***Non-Fruiting and Non-Flowering***

We will use plants that do not produce berries, fruits, or flowers, as these can attract birds.

### ***Low-Height Vegetation***

We will choose lower growing plants that do not attract birds close to runways and taxiways.

## **Drought-Tolerant Species**

We will choose plants that require minimal watering to reduce maintenance needs and water sources that could attract birds.

## **Smooth-Barked Trees**

We will select trees with smooth bark to minimize perching sites for birds.

## **3.2 Operation**

### **Legislation**

Section 1 of the Wildlife and Countryside Act 1981 (as amended) is concerned with the protection of wild birds, whilst Schedule 1 lists species that are protected by special penalties.

All species of birds receive general protection whilst nesting.

### **Management Measures**

The roofs will be constructed in a manner that ensures all areas are safely accessible.

Checks will be made weekly, or more frequently if bird activity dictates, during the breeding season by an appointed person. The breeding season for gulls typically runs from March to June.

Outside the breeding season, checks will be made on a regular basis, as dictated by bird activity, by an appointed person.

Any birds found building nests or roosting during or outside of the breeding season will be dispersed when detected or when requested by Manchester Airport Airfield Operations staff. This does however exclude all Schedule 1 species, which are protected from disturbance when breeding.

The methods of dispersal used will initially entail physical disturbance, for instance through human presence. If this is ineffective, the methods will be revised as required, potentially including the use of permanent scaring devices or the playing of distress calls.

If any nests or eggs are found these will be removed. All relevant licensing requirements will be met prior to any nest or egg removal.

A log should be kept that will detail the following:

- Dates and times of inspections.
- Who carried out each inspection.
- Bird numbers and species seen, and details of any dispersal action taken along with details of any nests or eggs removed.

The log referred to above will be made available to Manchester Airport Airfield Operations to view upon request.

The management plan shall be subject to review to reflect changes in habitat or populations of bird species. Should the airport deem it necessary, a meeting between Manchester Airport, and the site operator will be convened at the earliest opportunity to discuss and agree any changes which may be necessary.

Furthermore, Manchester Airport or their nominated representatives will be allowed access to the site, by prior arrangement, to evaluate the success of the Management Plan and to review any remaining bird strike hazards.

### **Site Rules – Housekeeping**

The consumption of food on the site and the disposal of waste that could contain food will need to be controlled to prevent any attraction to scavenging birds. This will include measures such as ensuring that all food is consumed inside the designated restaurant, provision of self-closing bins and ensuring that do not become over-full.

Refuse collection areas will be covered, contained to prevent bird entry.

Waste collection will be scheduled weekly (or more frequently if indicated by the rate of filling of waste bins).

### **Educational Outreach and Staff Training**

Hotel staff will be educated about the risks of bird strikes near airports and train them to identify and report potential hazards promptly.

Guests will be provided with information about bird strike mitigation efforts and encourage their cooperation in minimizing risks.

All hotel staff will be responsible for monitoring the condition of the site and collecting and properly disposing of any litter that they observe.

### **Emergency Response Plan**

Hotel staff will be briefed on emergency procedures related to bird strikes and ensure that appropriate resources are available to respond effectively to such incidents.

## 4. Conclusion

This Bird Hazard Management Plan has been produced in relation to the development proposals for a Dakota Hotel.

It seeks to minimise the potential bird strike risk to aircraft operating into and out of Manchester Airport.

The bird strike risk arising from the Development Proposals has been considered and a number of measures have been identified that will minimise this risk.

This Bird Hazard Management Plan will remain enforceable by Manchester Airport and the CAA or any successor to these bodies throughout the existence of the building.

These obligations will be passed to any subsequent owners or operators of these buildings and land.